(vii) This research unit can be an instrument in narrowing the wide gap between research and actual application in the field, and taking research from Lab. to Land.

II. Planners and decision makers at all levels be stressed the need and usefulness of the "Desert, Medicine Research Unit", while framing plans, aimed at desert development, like Desert Development Programme and Drought-prone Areas Development Programme.

The Indian Council of Medical Research has already established a Desert Medicine Research Centre at Jodhpur, The details of the activities of the Centre are given in the attached Statement.

Statement

Desert Medicine Research Centre was established in 1984 with the objective of identifying the health problem of desert and to suggest measures to realise the goal of health for all for the people in the desert area. The first major task undertaken by the Centre was to organise a health survey in the three districts of Jodhpur, Jaipur and Bikaner. The survey which included sociological, clinical, nutritional and entomological studies, was aimed at covering 1250 households drawn from a desert district, a non-desert district and a desert district which experienced developmental activities. Standardisation of procedures and protocols and training of research personnel was completed by November, 1988. During the period November, 1986 to October, 1987, nearly 35 per cent of the target households were covered. Extensive information has been generated. Preliminary analysis of data has revealed the following:—

Grade III malnutrition among preschool children was more in Bikaner than in other districts; about 10 per cent of school children and adults and hypovitaminosis A; vectors like A. Stephensi and P. papatasi were commonly found in household in all three districts, while presence of Culex pseudovishnui and Aedes aeghpti has also been noted.

In view of the severity of drought (for varying durations) the DMRC carried out a 'rapid survey' of six drought affected districts of Rajasthan (Jodhpur, Jalore, Sikar, Nagpur, Barmer and Jaisalmer) in October—November, 1987 in order to assess the import of drought on cereal consumption patterns, and to quantify the magnitude of nutrition deficiency disorders. The findings of the survey indicated that Barmer district was worst affected, with weight deficits in children below five years, and prevalence of over-nutritional deficiency signs (particularly Vitamin A deficiency) in alarming proportions. The Government of Rajasthan has been apprised of the situation. The data generated by the comprehensive survey and the 'rapid surveys' are likely to serve as a baseline to assess the impact of the drought from time to time.

At the request of the Government of Rajasthan, the DMRC has also carried out a massive Vitamin A distribution programme in Chohtan Tehsil (the worst affected tehsil in Barmer district) in February|March, 1988, covering 82,260 people in 144 villages. In addition, the DMRC is providing technical assistance for a 'Community Kitchen' being run by a voluntary agency in Chohtan Tehsil.

Delay in completition of Cuddapah airstrip

917. SHRI YALLA SESI BHUSHANA RAO: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that the sanction of requisite finance to complete work on a runway in the Cuddapah airstrip was delayed;

(b) if so, what are the reasons for inordinate delay in restarting the Hyderabad-Cuddapah air Service which was introduced in April, 1985 but was discontinued after one month;

(c) what are the reasons that air services between Hyderabad-Raichur, Hyderabad-Gulbarga and Nagarjunsagar-Tirupati have not started so far;

(d) whether it is a fact that the total number of passengers inclined to use air-service in the Southern Region which covers Hyderabad, Goa, Bangalore, Mysore, Vijayawada, Rajamundry, Ramagundam, Jaipur, Visakhapatnam and Bhubaneshwar shot up from 1000 to 3000; and

(e) what are the reasons that Government are not considering the demands of the Southern Region for expansion of the Vayudoot service in South India?

THE MINISTER OF STATE OF THE MINISTRY OF LABOUR (SHRI JAGDISH TYTLER): (a) No, Sir.

(b) Vayudoot service from Hyderabad to Cuddapah was discontinued due to runway condition not being upto the mark. After completion of the work in Feb., 1988 and after conducting trial landing, Cuddapah has been incorporated into Hyderabad schedule for flights to commence w.e.f. 5th May, 1988. The work carried out by the CPWD was delayed due to non-availability of water.

(c) At present Vayudoot has only one aircraft based at Hyderabad and Madras. After introduction of additional aircraft capacity, Vayudoot will consider operating these stations. However, Gulbarga and Nagarjunasagar are not in the approved list of stations to be airlinked by Vayudoot during the current Five Year Plan period.

(d) While the traffic potential of all the stations mentioned is not available, the available statistics indicates that Vayudoot revenue from Hyderabad base has increased by approximately 100 per cent in the last year.

(e) Since December, 1986, Vayudoot has added the following stations in the South India:—

Ramagundam	12-1-87
Mangalore	3-2-87
Madurai	2-3-87
Thanjavur	16-1-87
Cochin	3-2-87
Neyveli	7-6-87
Agatti	16-4-88
Madras	21-12-86
Vijayawada	12-12-86
Coimbatore	21-12-86

Any further expansion will be subject to availability of additional aircraft capacity.

इंडियन एयरलाइन्स और एयर इंडिया के अधिकारियों के विरुद्ध लापरवाही और भ्रष्टाचार के मामले

918. **श्री शरद यादव :** क्या नागर विमानन मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या 1985–86, 1986–87 और 1987–88 के वर्षों के दौरान इंडियन एयरलाइंस और एयर इंडिया के अधिकारियों के विरुद्ध लापरवाही तथा भ्रष्टाचार के कोई मामले चलाये गये थे ;

(ख) 1985–86 से 1987–88 तक की अवधि के दौरान किन किन अधिकारियों के विरुद्ध विभागीय कार्यवाही की गयी और उनके पदनाम क्या क्या हैं तथा उनके विरुद्ध क्या क्या आरोप लगाये गये थे ;

(ग) क्या उपर्युक्त अवधि के दौरान केन्द्रीय जांच ब्यूरो द्वारा बहुत से अधिकारियों को दोषी पाया गया था ; यदि हां, तो दोषी पाये गये अधिकारियों की संख्या कितनी है ;

(घ) क्या यह सच है कि इंडियन एयरलाइंस और एयर इंडिया के उन अधिकारियों के विरुद्ध कोई विभागीय कार्यवाही नहीं की गयी, जिन्हें केन्द्रीय जांच ब्यूरो द्वारा दोषी पाया गया था ; और

(ङ) यदि हां, तो क्या दोषी पाये गये संबंधित अधिकारियों के विरुद्ध कोई कार्यवाही की गयी है और इस संबंध में क्या प्रगति हुई है ?